

EASTERN WASHINGTON COUNTY
RURAL PLANNING ORGANIZATION

RTEC CHAIR—MAYOR TOM HIRSCHI · RTAC CHAIR—ARTHUR LEBARON · PLANNING MANAGER—CURT HUTCHINGS

MINUTES

TRANSPORTATION ADVISORY COMMITTEE (RTAC)

Toquerville City Hall
212 North Toquer Blvd
Toquerville, Utah

Thursday, September 24, 2009 at 1:30 pm

MEMBERS IN ATTENDANCE:

Mr. Arthur LeBaron
Mr. Derek Imlay
Mr. Drake Howell
Mr. Daren Cottam
Mr. Todd Edwards

REPRESENTING:

Hurricane City
LaVerkin City
Leeds Town
Toquerville City
Washington County

OTHERS IN ATTENDANCE:

Mayor Darrin LeFevre
Manager Kyle Gubler
Ms. Elissa Black
Ms. Doni Pack
Mr. Curt Hutchings

Toquerville City
LaVerkin City
Form Tomorrow
Five County Assoc. of Governments
Five County Assoc. of Governments

EXCUSED:

Mr. Dana Meier

Utah Dept. of Transportation

I. WELCOME AND INTRODUCTIONS

Mr. Arthur LeBaron welcomed all in attendance. There was a quorum present.

II. APPROVAL OF MINUTES

Mr. LeBaron presented Minutes of the July 23, 2009 meeting to the Committee for consideration and approval:

**A motion was made by Mr. Todd Edwards, seconded by
Mr. Daren Cottam, to approve the Minutes of the
July 23, 2009 Transportation Advisory Committee meeting.
MOTION CARRIED UNANIMOUSLY**

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III. STATE ROUTE 9 CORRIDOR: TRANSIT FEASIBILITY STUDY - UPDATE

Mr. Curt Hutchings reviewed with the Committee the scope of the Bus Rapid Transit (BRT) Feasibility Study that the Dixie Metropolitan Planning Organization (MPO) has contracted to have done by AECOM. Communities east of Hurricane, particularly through the Zion Canyon Corridor Committee (ZC3) became interested in the possibility of adding an eastern extension to the project. The MPO staff developed an amended scope with a three section scenario which would include one section within the MPO boundaries (The MPO section would also contain an extension line going from St George down to the new airport.), a second section eastward to downtown Hurricane and a third section from Hurricane out to Springdale. MPO staff also provided different cost options for the two eastward extensions, based on the level of detail in the scope of work.

The eastern communities responded that they are interested in a less detailed study, at a significantly lower cost of \$20,000 - \$25,000. The communities involved would be able to contribute the necessary match monies at that lower cost. The ZC3 received an estimate from a different contractor within that cost range. The MPO has been in discussion with the City of Hurricane and has decided that the first section of the study will extend beyond the MPO boundaries into downtown Hurricane as originally planned. The extension from St George to the new airport will be funded by the MPO as part of an amended project scope. AECOM will provide a new scope of work for the eastern extension at a cost of \$20,000 - \$25,000. The MPO hopes to receive the new scope of work from AECOM in one week, then a response from ZC3 the week after that with a decision of which contractor they choose.

Mr. Todd Edwards asked which communities have committed to invest in the eastern extension. Mr. Hutchings said that Springdale, Virgin, LaVerkin, and the Park Service have committed a total of around \$4,100. Rockville may add a contribution. Hurricane is contributing \$2,000 as their proportionate share to the MPO project.

If possible, the MPO would like to present to the Dixie Transportation Advisory Committee (DTAC) on October 7, 2009, the proposal to open the AECOM contract and amend it to include an eastern addition to the BRT Feasibility Study, although the eastern extension would be a Bus Transit system, not a Bus Rapid Transit system.

IV. RPO PROJECT PRIORITIZATION

Mr. Hutchings shared feedback that he received from the Utah Department of Transportation (UDOT) regarding the 2008 Eastern Washington County Transportation Study (EWCTS) project prioritization. Mr. Rick Torgersen of UDOT asked for the projects to be organized as a single list with a clear first, second, third, etc. project ranking – not separate lists for each RPO State road.

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Mr. LaBaron suggested that each member take the time after the meeting to put projects in order, then they can be averaged and discussed at the next RTAC meeting. Ms. Doni Pack asked if the members should suggest projects that are not included on the EWCTS list. Mr. LaBaron felt that all project ideas should be included, and based on their merit and how well they improve the local transportation system, not limited by their scope, size or cost.

Mr. Daren Cottam suggested that members send their ranked lists to RPO staff within the next three weeks. RPO staff will bring a combined list to the next RTAC meeting for group discussion.

Ms. Pack raised the question as to whether Old Highway 91 is a State road and should be included in RPO discussions and decisions. Mr. Drake Howell clarified that the portion of SR-91 inside Leeds Town is under UDOT jurisdiction, from the southern I-15 exit to the northern I-15 exit. Other portions are owned by Washington County. Toquerville owns some of the frontage north of Leeds and Homespun, continuing north past the SR-17 exit. There is some question as to who has jurisdiction between Harrisburg and the Gateway industrial park. Hurricane City takes care of some parts of the road north of the industrial park. The poor condition of the road there is hampering viable new development. Having this portion paved is a possible project.

Mr. Hutchings suggested grouping projects in phases. That would provide more structure. Mr. LeBaron pointed out that since the RPO doesn't receive funding, creating phases might seem demanding rather than suggestive. He would like to see UDOT's response to phasing before trying it.

Mr. Howell noted that there are no east-west corridors other than SR-9 in the populated RPO area. He suggested an area north of the Virgin River and the Desert Reserve - Leeds is currently annexing property in that area. The corridor could connect the proposed Toquerville bypass (which runs basically north-south) to Leeds. Mr. Cottam and Mayor LeFevre reported on the status of property acquisition along the proposed Toquerville bypass; by the end of October Toquerville should have 5.25 of the 7 miles with a 120 foot width deeded to the City. Mayor LeFevre can provide an autocad file of the alignment. Mr. Cottam added that he thinks it would be easier to build a bypass road than to try and widen SR-17 in the future.

Mr. Hutchings noted that in 2008 the prioritization process had to be completed very quickly. The Master Transportation Plan to be developed during year three of the RPO should include detailed costs connected to proposed projects.

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Ms. Pack noted that one project submitted by the RPO last year did make it onto the Statewide Transportation Implementation Plan (STIP) for 2010-2014, which is a realignment of the Lower Kolob Road exit to further east.

Ms. Pack inquired of Mr. Howell whether he was aware that Leeds has a project already on the STIP for FY 2009, which as a back project could be taken off at any time. Mr. Hutchings added that he sits on the State Enhancement Committee and could help support the project. He asked Mr. Howell to find the original application. On one side of the street the enhancements were completed, but the other side of the street was never done. Kurt Allen of Northern Engineering came to an earlier RPO meeting to ask for support regarding finishing the project.

Mr. LeBaron reminded all members to go back and create their prioritized lists, then email them to Ms. Pack within three weeks, by Oct 24th. She will assemble the lists and email them out to the Committee members a month before the next RTAC meeting.

V. BUILD-OUT STUDY

Ms. Pack explained to the Committee members that according to the RPO Memorandum of Understanding with UDOT, the major project during the second year of the RPO is a build-out scenario. Mr. Hutchings has asked Ms. Pack to take the lead in drafting this document.

A build-out scenario or study is the calculation of the maximum number of housing units that could be built in a community according to the densities outlined by the land use plan. The total build-out population can be determined by taking that total of housing units and multiplying by the average household size for that community. Of more concern to projecting transportation patterns is to indicate where the different housing densities will be located.

Mr. LeBaron asked if a Master Transportation Plan with build-out information used to determine a transportation plan is adequate. Mr. Imlay said that LaVerkin has a water study on the LaVerkin lower bench that indicates complete build-out for that area, and on the top side of LaVerkin, a developer has negotiated densities with their city council, and that area is planned to contain a maximum of 1,500 homes.

Mr. Cottam and Mr. LeFevre said Toquerville has large areas of 20 acre open space that will probably have the density changed in the future. Ms. Pack noted that the reality of future development often ends up different than that outlined on land use plans, so build-out studies are dated guidelines only.

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Elissa Black of Form Tomorrow said their non-profit organization just finished a build-out study for Leeds Town. The Leeds land use map was not adequate, so the Leeds build-out required the use of zoning ordinances.

The County General Plan and Transportation Plan is currently being revised, but that information might not be available in time for this study. RPO staff requested whatever information currently exists. Mr. Todd Edwards explained that a lot of the density has been

calculated based on septic system densities, but as those get converted to sewer, then the density numbers increase.

Ms. Pack asked each community to provide whatever data and plans they have available. The RPO staff would like to get a general plan and a land use map, in both hard copy and digital form, from each community. The RPO staff continue to need copies of Master Transportation Plans as well.

Mr. Hutchings mentioned the available tool of Transportation Analysis Zone (TAZ) modeling that Horrocks Engineers are developing for the Dixie Metropolitan Planning Organization (MPO) and the RPO. The modeling is based on the identification of census blocks and determining the over-riding land use within that block, such as residential or commercial. That block or zone is then designated as a particular development type based on that over-riding use. Using this data, modeling can indicate what types and flows of travel originate from which areas of a community.

TAZ modeling may indicate different land use than what a community land use plan outlines. A land use plan is a product of political decisions and goals, but TAZ models are a technical product. The development densities and land uses of a community may show up differently in a build-out study and a TAZ model.

VI. OTHER/FUTURE TOPICS

- A. The next regular meeting is scheduled for November 19, at 1:30 pm to be held at the Leeds City Hall. This date is a week earlier than usual to avoid the Thanksgiving holiday.
- B. The 2010 Calendar of RPO meetings was passed out to all parties present.

VII. ADJOURN

The meeting was adjourned at 2:40 pm.